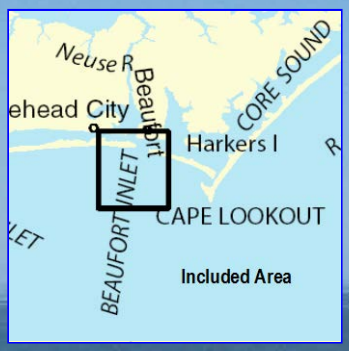
BookletChart™

Morehead City Harbor

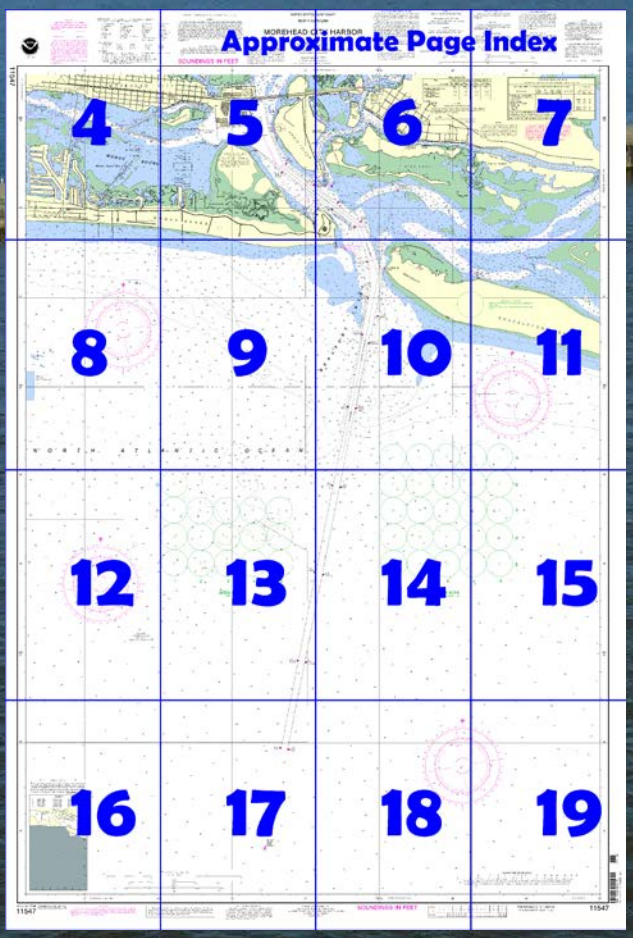
NOAA Chart 11547

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

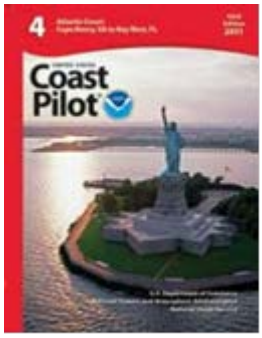
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11547.



(Selected Excerpts from Coast Pilot)
Beaufort Inlet is about 220 miles southwestward of the Chesapeake Bay entrance and the same distance northeastward of Charleston. It is the approach to **Morehead City Harbor,** the most important coastal harbor between Cape Henry and the Cape Fear River. The ports of Morehead City and Beaufort are on the west and east sides of the harbor, respectively.
Morehead City, about 4 miles above the Beaufort Inlet channel entrance, is a modern resort city, with marine, shopping, and service facilities, and hotels, motels, and restaurants. It is 249 miles south of Norfolk, VA, and 154 miles north of Wilmington, NC, by coastwise routes.
The port of Morehead City, the first deep-draft port south of Norfolk, VA, serves as a cargo transshipment point for oceangoing vessels, barges plying the Intracoastal Waterway, rail, and trucks. The primary export is phosphate. The primary imports are sulfur products, rubber, steel, general cargo, scrap metal, ore, mica, and schist.
Prominent features.–The A-frame phosphate building and the tallest water tank at the State Ports Authority Terminal, Highway 70 bridge over the Newport River, and water tanks at Beaufort, Atlantic Beach, and on Harkers Island are the most conspicuous landmarks from seaward. It is reported that under ideal conditions Cape Lookout Light and the configuration of Cape Lookout prove of some value as radar targets in making the approach to Beaufort Inlet; these targets, however, should not be relied upon too strongly.
Fort Macon State Park is on the west side of Beaufort Inlet. The Fort Macon Coast Guard Base is close west of the fort on **Fort Macon Creek.**
Coast Guard.–A **Marine Safety Detachment** is at the Fort Macon Coast Guard Base. (See Appendix A for address.)
Channels.–A Federal project provides for a channel 47 feet deep over the ocean bar at Beaufort Inlet, thence 45 feet to a turning basin off the North Carolina State Ports Authority Terminal at Morehead City with 45 feet in the turning basin's east leg and 35 feet in the west leg; thence a 12-foot channel and turning basin westward along the Morehead City waterfront as far as Tenth Street; thence a 6-foot channel to the Intracoastal Waterway in Bogue Sound. The entrance and main channels and all of Beaufort Inlet are subject to continual change. Lighted ranges and lighted buoys mark the main channel. Lights, buoys, and daybeacons mark the minor channels. (See Notice to Mariners and latest editions of the charts for controlling depths.)
Anchorage.–Vessels required to anchor to await a pilot are advised to select an anchorage on a line east of the position 34°38'25"N., 76°39'26"W. Good anchorage for large vessels also may be found in the area from the sea buoy eastward to Cape Lookout in good sand-shell holding bottom. All of the anchorages are exposed from the southwest quadrant.
Dangers.–Cape Lookout Shoals, previously described in chapter 4, are the principal danger in the approach to Beaufort Inlet. Discontinued spoil areas are on both sides of the approach to the entrance channel, and a spoil area is immediately northward of the one on the west side. Lesser depths than charted may exist in these areas; caution is advised. A number of wrecks, some of which are marked, are in the approaches. A fish haven is about 3.8 miles west-northwestward of the sea buoy.
Currents.–Tidal currents along Beaufort Inlet Channel attain velocities of up to about 2 knots. They usually set along the channels, but, at the entrance to Morehead City Channel, they usually set across the channel near the end of the flood period and beginning of the next ebb.
Heavy swells build up in Beaufort Inlet Channel with northerly or southerly winds, making boating hazardous and entry or departure of ships difficult during unfavorable tidal conditions. Tidal conditions are hazardous near and under the causeway north of the State Ports Authority Terminal. It was reported in 1983, that the current will attain a velocity of 4 to 5 knots off the southwest corner of the State Ports Authority Terminal, and whirlpools will develop off the southeast corner at maximum tides. (See the Tidal Current Tables for predictions.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Table of Selected Chart Notes

NOTE B

Shoreline and depths reported to have changed. Depths may be shoaler than indicated.

Sep 2008

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:15,000 at Lat 34°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New Bern, NC	KEC-84	162.400 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.580" northward and 1.246" eastward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

INTRACOASTAL WATERWAY

Use chart 11541

The project depth is 12 feet from Norfolk, VA to Cape Fear River, NC.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

ANCHORAGE BERTHS

Berths are for the convenience of assigning anchorages to naval ships.
There are no restrictions to the use of these areas by other ships.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.

Refer to charted regulation section numbers.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

56 SOURCE DIAGRAM 55

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Beaufort, Duke Marine Lab	(34°43'N/76°40'W)	3.5	3.2	0.1
Morehead City	(34°43'N/76°41'W)	3.6	3.3	0.1
Atlantic Beach	(34°42'N/76°43'W)	4.2	3.8	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jul 2011)

MOREHEAD CITY HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2012
AND SURVEYS TO AUG 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH MLLW (FEET)
RANGE A	17.7	21.0	34.8	13.3	8-12	450-650	6.6	47
CUTOFF	42.2	20.0	9.3	9.2	8-12	600-800	0.7	45
RANGE B	33.8	37.3	42.4	36.8	8-12	400	1.3	45
RANGE C	30.7	45.1	43.2	38.7	8-12	1888	0.6	45
EAST LEG	44.5	43.0	42.6	39.3	8-12	455-880	0.3	45
WEST LEG	20.5	31.6	35.6	36.4	8-12	775	0.5	35
NORTHWEST LEG	15.3	30.8	34.5	27.6	8-12	120-1200	0.5	35

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

ABBREVIATIONS (For complete list of Symbols and Aids to Navigation (lights are white unless otherwise in

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microw
Mkr marker
Mo morse code

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy g
h hi
M m

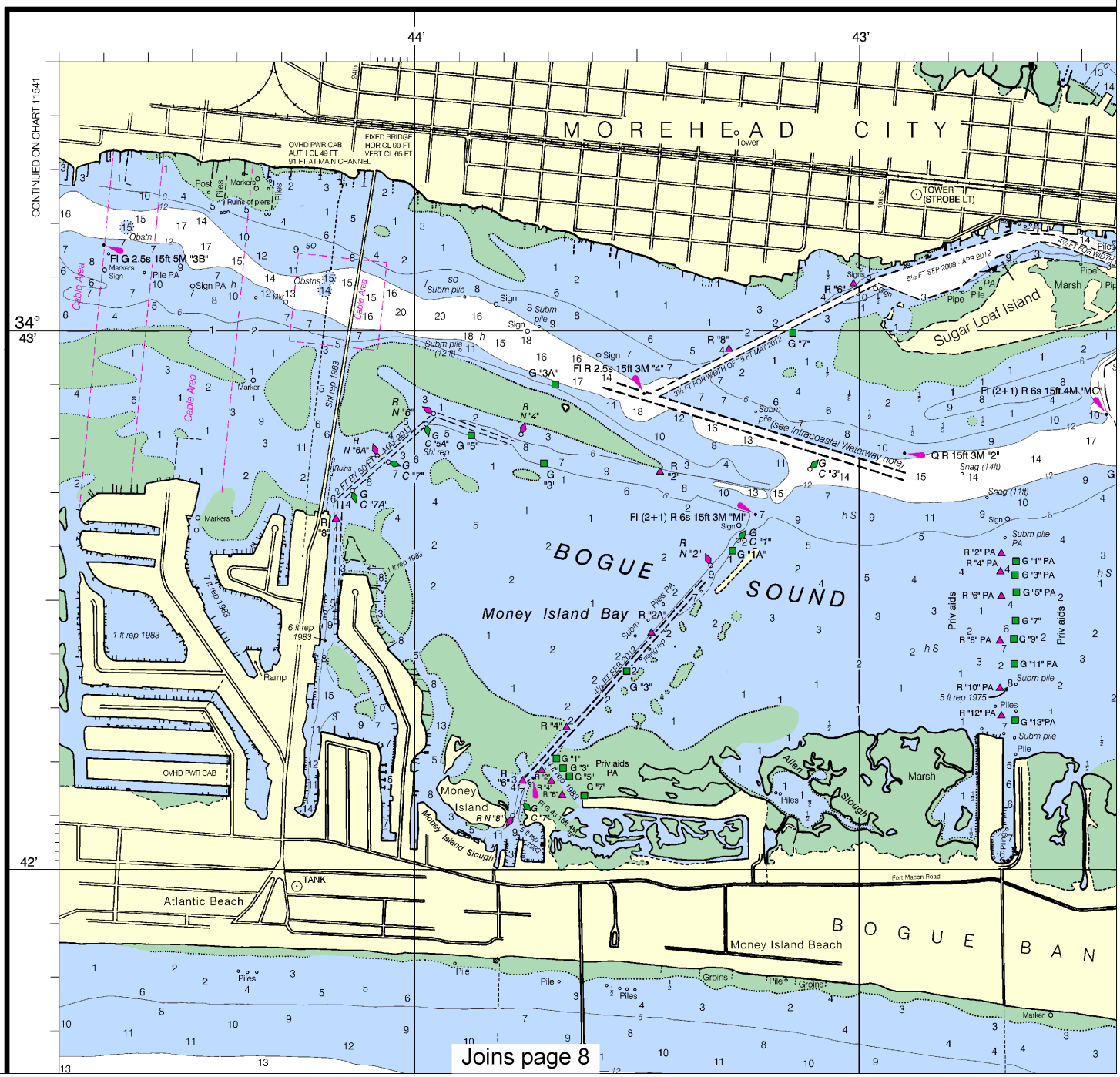
Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstructio
PA position appro

21, Wreck, rock, obstruction, or shoal swept d
(2) Rocks that cover and uncover, with height
COLREGS: International Regulations for Prever
Demarcation lines are shown thus:

SOUNDINGS IN FEET

11547



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.

nd Abbreviations, see Chart No. 1.)
indicated):

	N nun	R TR radio tower
ick	OBSC obscured	Rot rotating
	Oc occulting	s seconds
e	Or orange	SEC sector
	Osc oscillating	St M statute miles
	Q quick	VQ very quick
owave tower	R red	W white
	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow

y gray	Oys oysters	so soft
hard	Rk rock	Sh shells
mud	S sand	sy sticky

ion	PD position doubtful	Subm submerged
proximate	Rep reported	

clear to the depth indicated.
ghts in feet above datum of soundings.
venting Collisions at Sea, 1972.
us: — — — —

UNITED STATES - EAST COAST

NORTH CAROLINA

MOREHEAD CITY HARBOR

Mercator Projection
Scale 1:15,000 at Lat 34°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
Formerly C&GS 423 1st Ed., Dec 1952 D-1952-811 KAPP 511

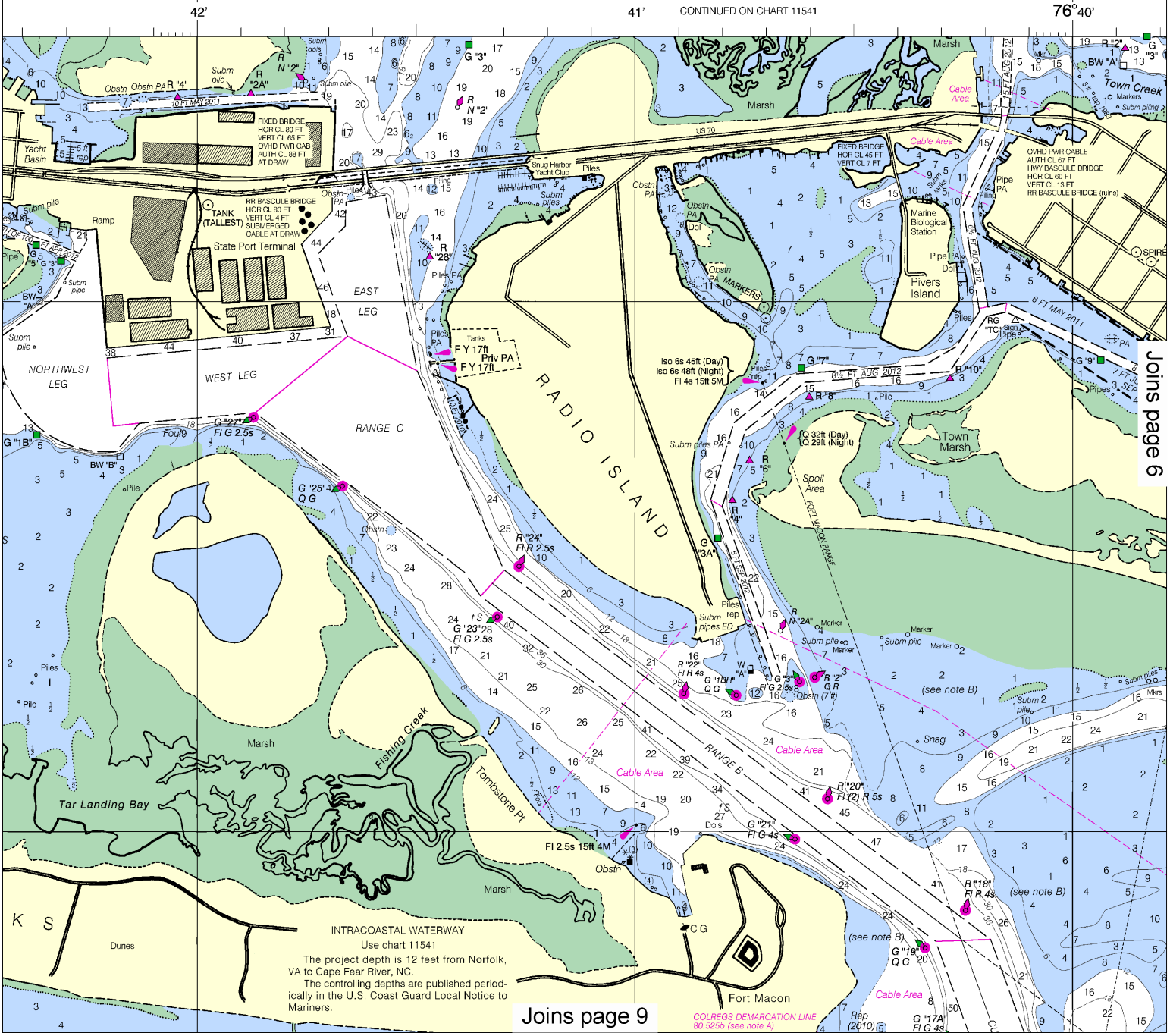
THE NATION'S CHARTMAKER

SUPPLEMENTAL INFORM
Consult U.S. Coast Pilot 4
supplemental information.

CAUTION
Improved channels shown by b
subject to shoaling, particularly at

WARNING
The prudent mariner will not
any single aid to navigation, p
floating aids. See U.S. Coast G
and U.S. Coast Pilot for details.

42' 41' CONTINUED ON CHART 11541 76°40'



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

UNITED STATES - EAST COAST

NORTH CAROLINA

MOREHEAD CITY HARBOR

THE NATION'S CHARTMAKER SINCE 1807

Mercator Projection
Scale 1:15,000 at Lat 34°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly C&GS 423 1st Ed., Dec 1952 D-1952-811 KAPP 511

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

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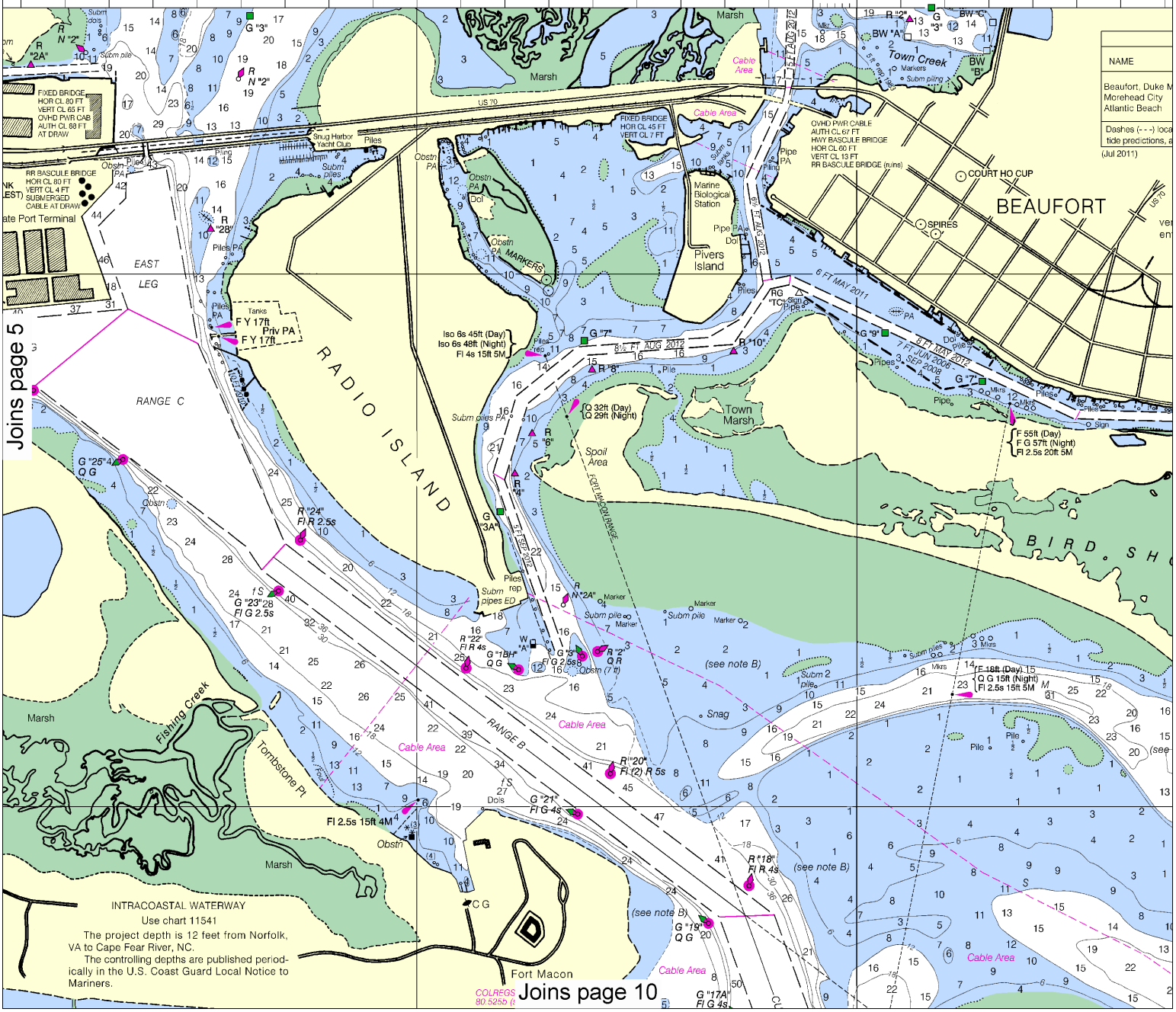

Printed at reduced scale. ~~SCALE 1:15,000~~

See Note on page 5.

Nautical Miles

0 1

Yards

500 0 500 1000 1500

Note: Chart grid lines are aligned with true north.

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⊙(Accurate location) ○(Approximate location)

HEIGHTS

Heights in feet above Mean High Water.

SCALE 1:15,000

Nautical Miles ½ 0 ½ 1

Yards 500 0 500 1000 1500

Meters 500 0 500 1000 1500

11547

39' 38' 37'

34° 43'

42'

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
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	(34°43'N/76°41'W)	3.6	3.3	0.1
	(34°42'N/76°43'W)	4.2	3.8	0.1

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AND SURVEYS TO AUG 2012

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RANGE B	33.8	37.3	42.4	36.8	8-12	400	1.3	45
RANGE C	30.7	45.1	43.2	38.7	8-12	1688	0.6	45
EAST LEG	44.5	43.0	42.6	39.3	8-12	455-880	0.3	45
WEST LEG	20.5	31.6	35.8	36.4	8-12	775	0.5	35
NORTHWEST LEG	15.3	30.8	34.5	27.6	8-12	120-1200	0.5	35

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TANK

Highland Park

Lenoxville Road

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.

Refer to charted regulation section numbers.

Taylor Creek

Carrot Island

Horse Island

7 FEB NOW 2011

7 FEB MAY 2011

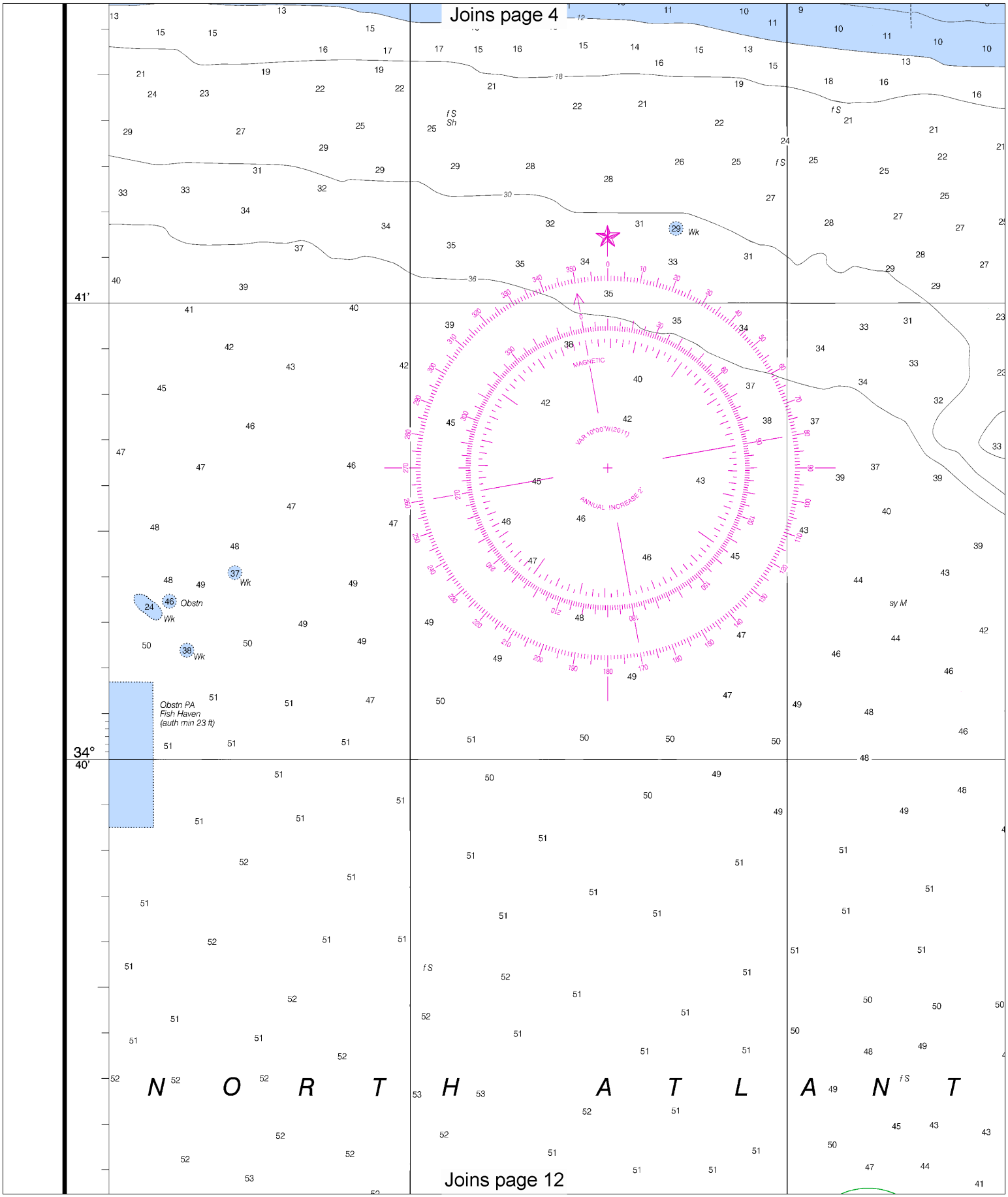
Fl R 4s 15ft 4M "60"

(see note B)

CONTINUED ON CHART 11545

Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: n/a.



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

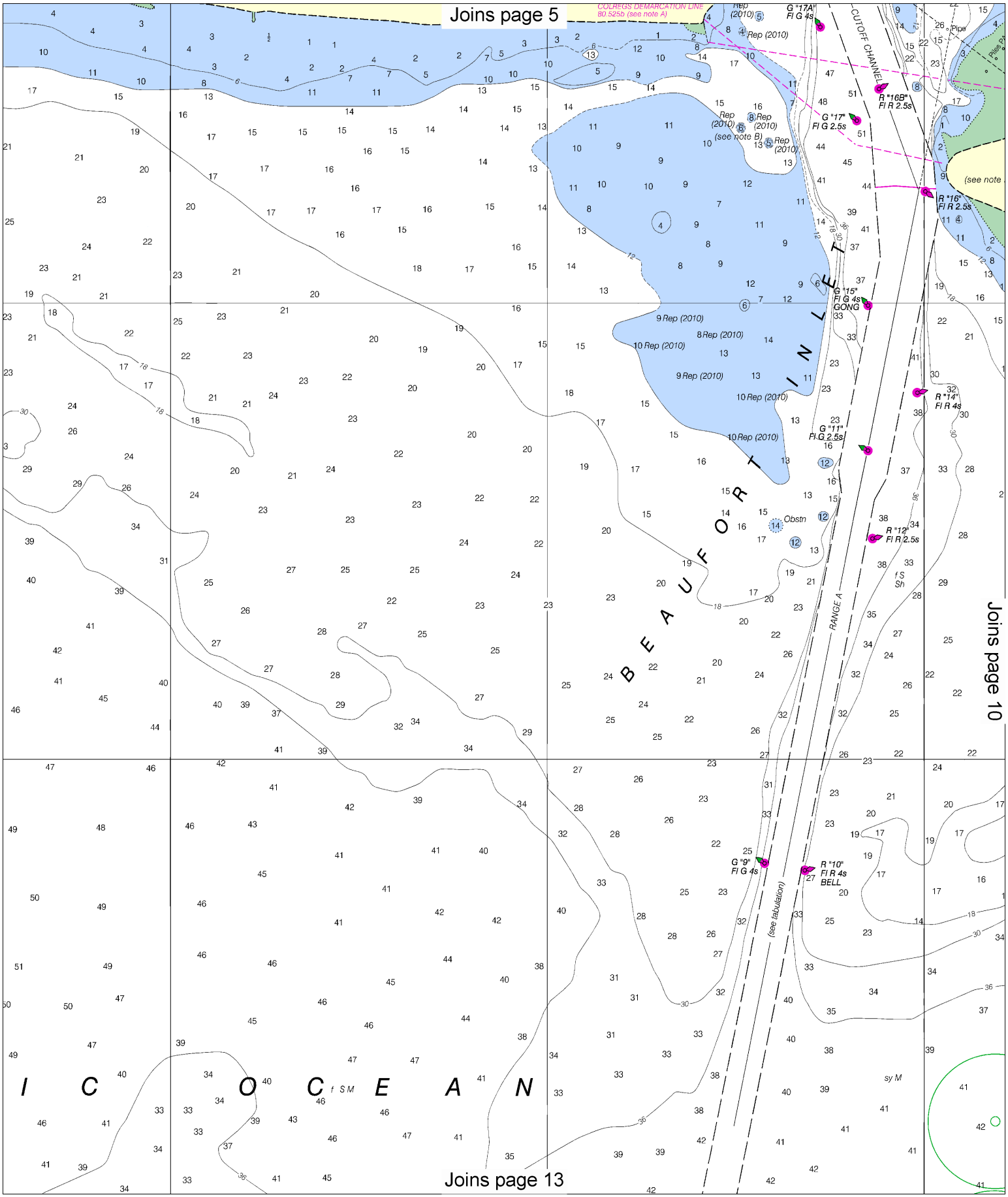
Nautical Miles

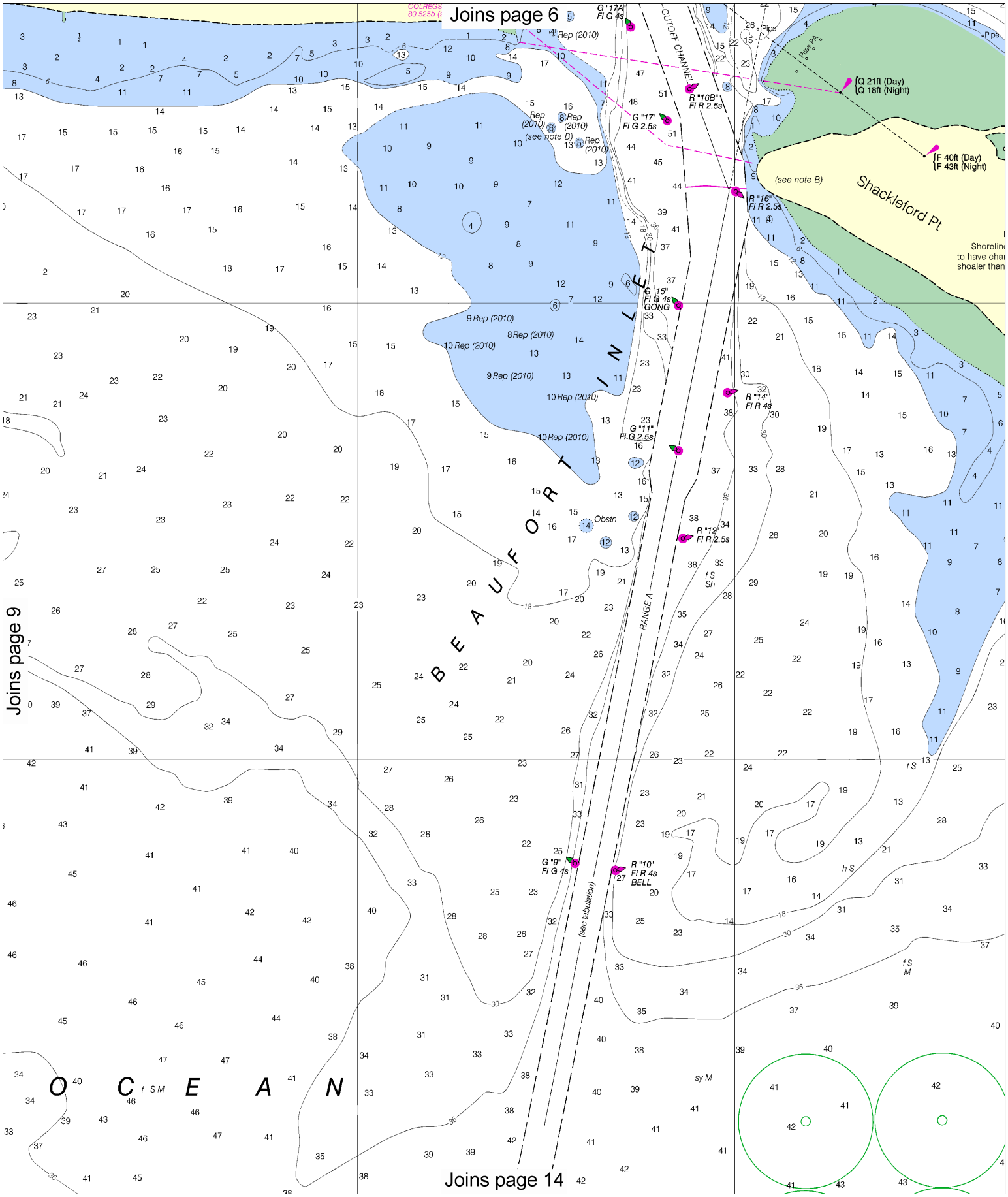
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 5
COLREGS DEMARCATION LINE 80.525b (see note A)
G "17A" Fl G 4s
CUTOFF CHANNEL
R "16B" Fl R 2.5s
G "17" Fl G 2.5s
Rep (2010)
(see note B)
(see note
R "16" Fl R 2.5s
G "15" Fl G 4s GONG
9 Rep (2010)
8 Rep (2010)
10 Rep (2010)
R "14" Fl R 4s
G "11" Fl G 2.5s
Obstn
R "12" Fl R 2.5s
BEAUFORT INLET
RANGE A
(see tabulation)
G "9" Fl G 4s
R "10" Fl R 4s BELL
Joins page 10
Joins page 13
ICEOCEAN



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

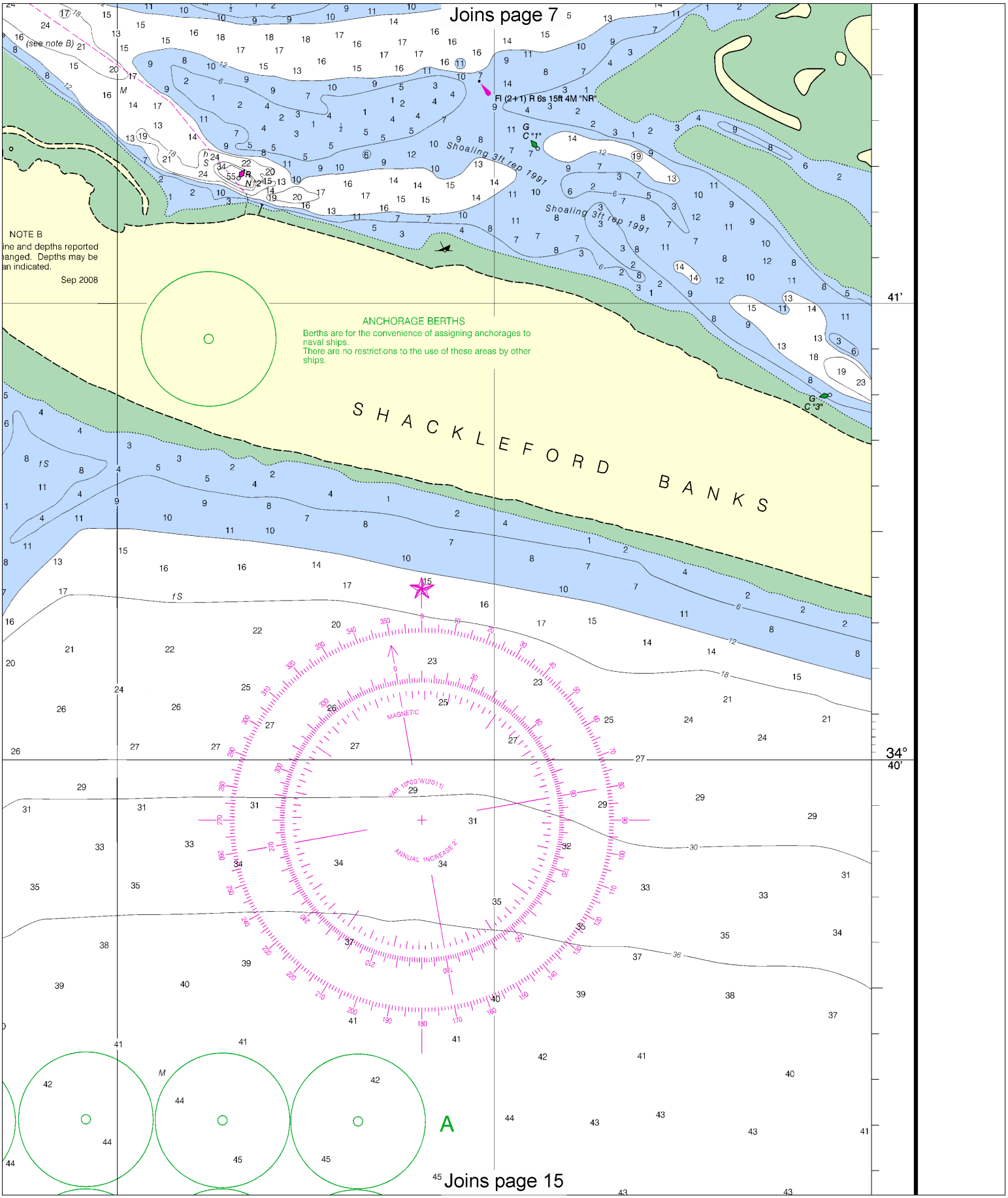
Nautical Miles

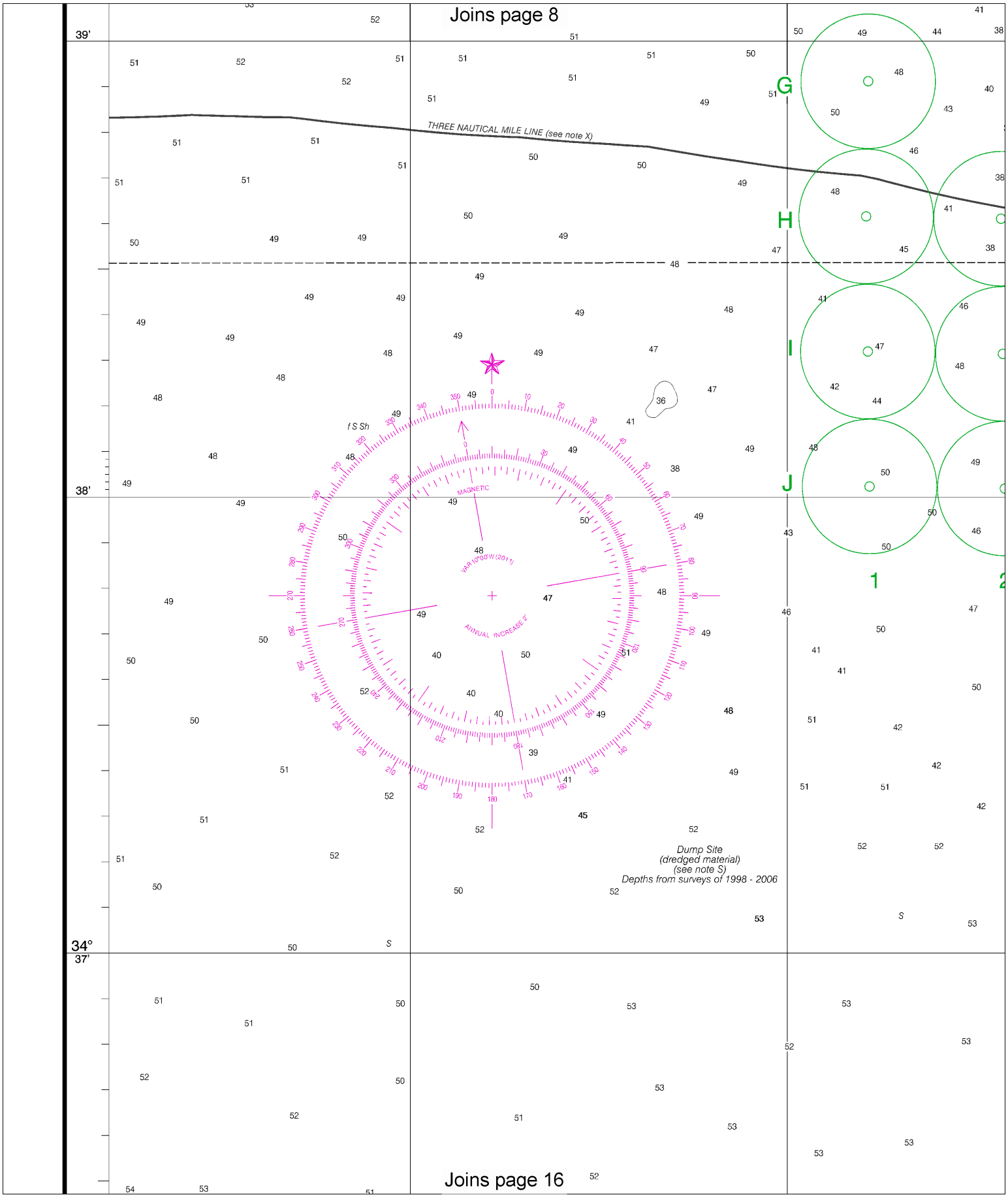
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 7
Fl (2+1) R 6s 15ft 4M "NR"
Shoaling 3ft rep 1991
Shoaling 3ft rep 1991
NOTE B
ine and depths reported
hanged. Depths may be
an indicated.
Sep 2008
ANCHORAGE BERTHS
Berths are for the convenience of assigning anchorages to naval ships.
There are no restrictions to the use of these areas by other ships.
SHACKLEFORD BANKS
41'
34°
40'
MAGNETIC
VAR 10°00'W(2011)
ANNUAL INCREASE 2'
A
Joins page 15



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

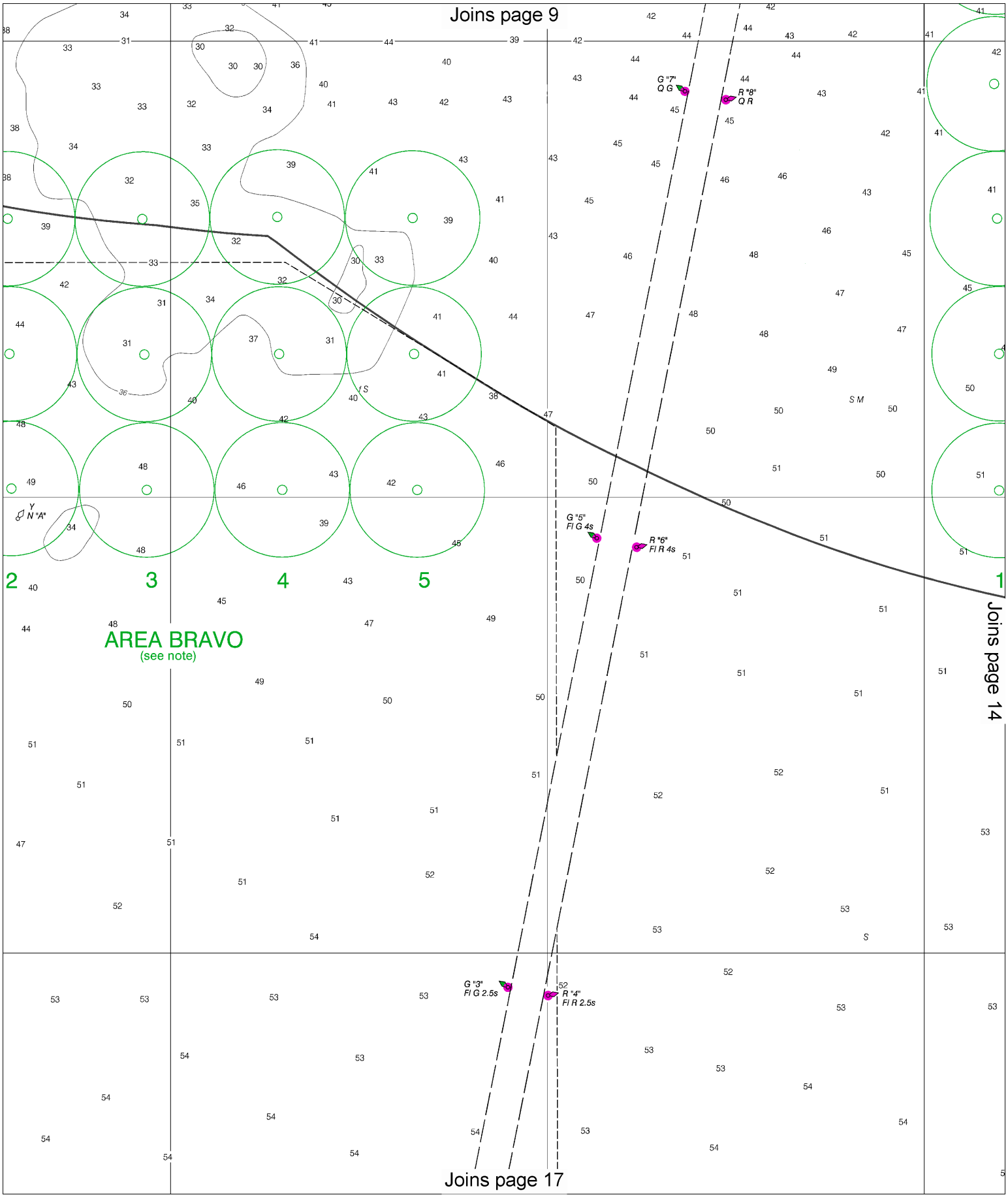
See Note on page 5.

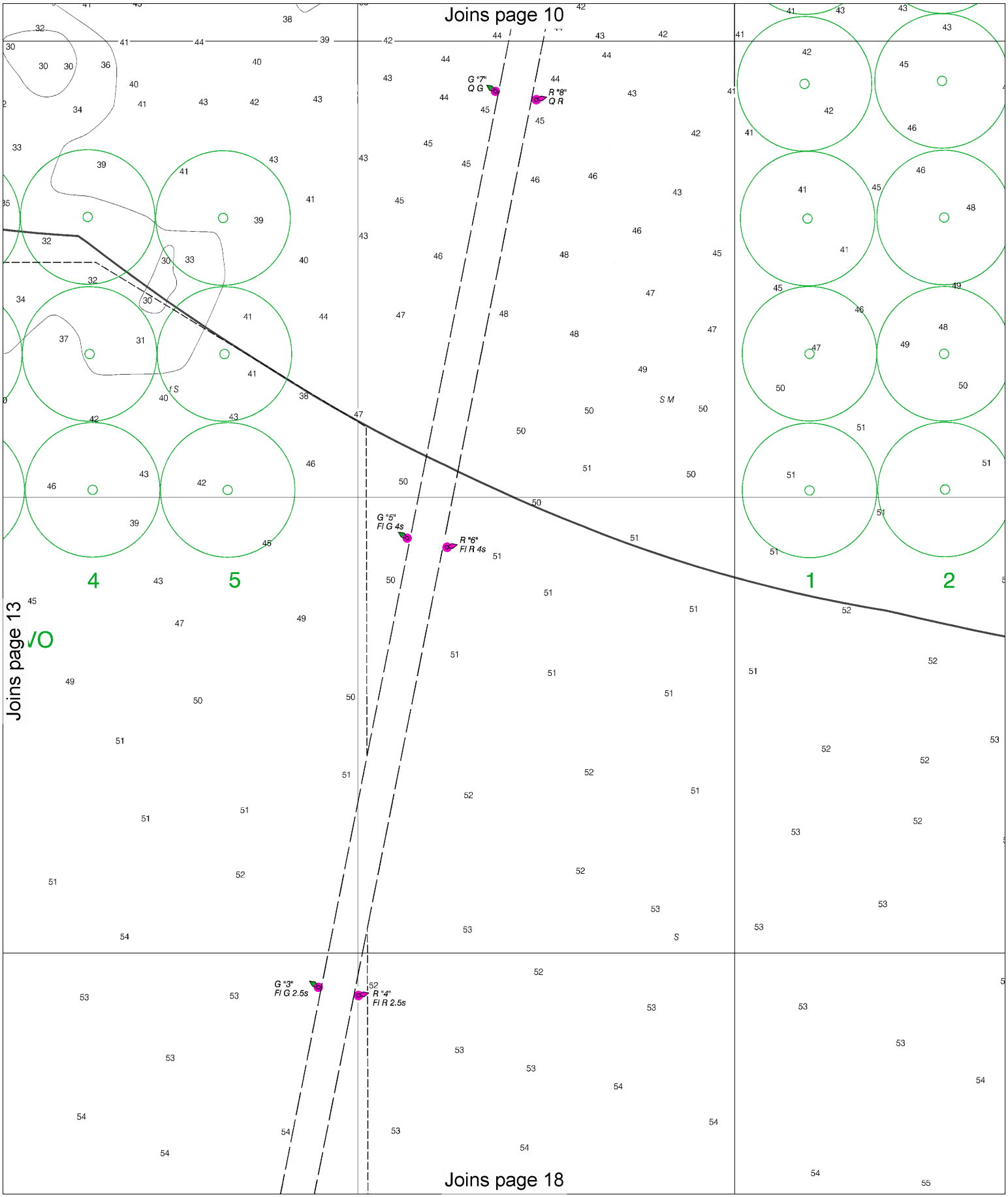
Nautical Miles

0 1

Yards

500 0 500 1000 1500


Joins page 9
G "7"
Q G
R "8"
Q R
G "5"
Fl G 4s
R "6"
Fl R 4s
G "3"
Fl G 2.5s
R "4"
Fl R 2.5s
Y
N "A"
2
3
4
5
1
AREA BRAVO
(see note)
Joins page 14
Joins page 17



Note: Chart grid lines are aligned with true north.

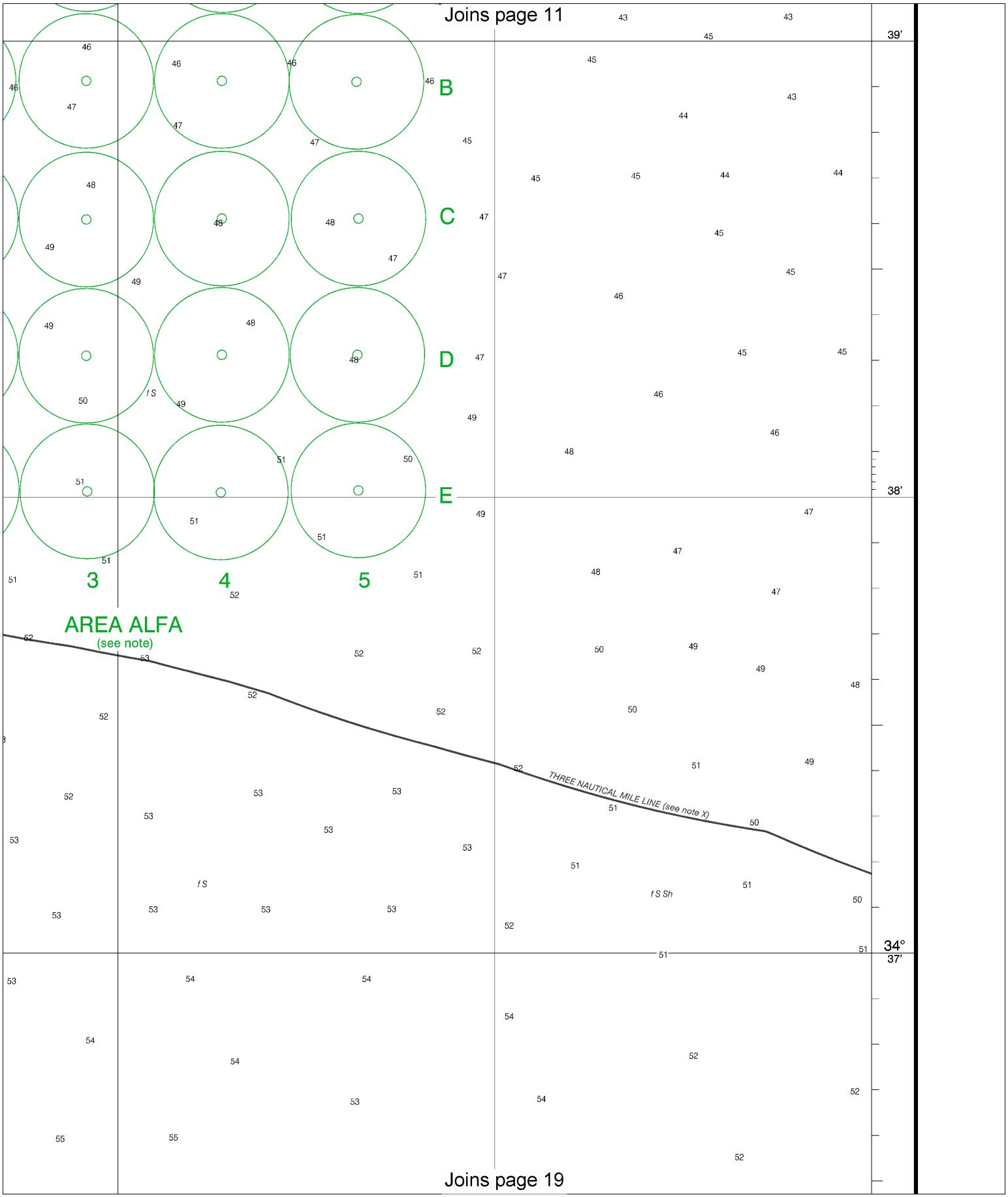
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

0 1

Yards

500 0 500 1000 1500


Joins page 11
39'
B
C
D
E
38'
3
4
5
AREA ALFA
(see note)
THREE NAUTICAL MILE LINE (see note X)
34°
37'
Joins page 19

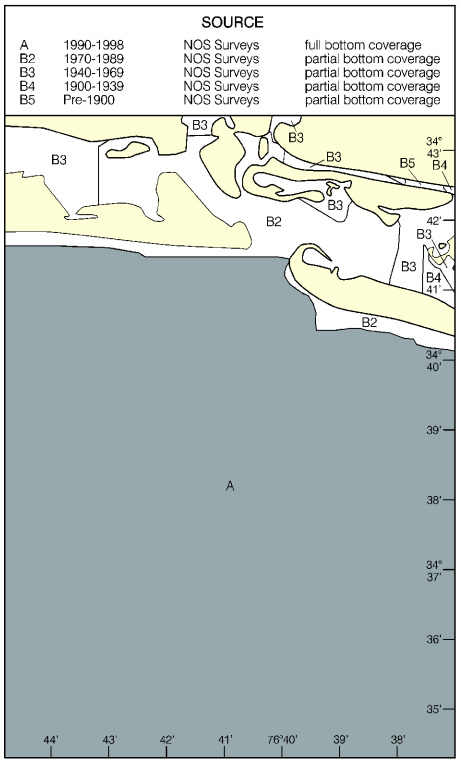
Joins page 12

36'

35'

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



SCALE 1:15,000

Nautical Miles

½ 0 ½

Yards

500 0 500 1000

Meters

500 0 500 1000

44' CONTINUED ON CHART 11543 43'

38th Ed., Sep. /11 ■ Corrected through NM Sep. 10/11
Corrected through LNM Aug. 30/11

11547

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe n
Ocean Service encourages users to submit corrections, add
improving this chart to the Chief, Marine Chart Division (N
Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

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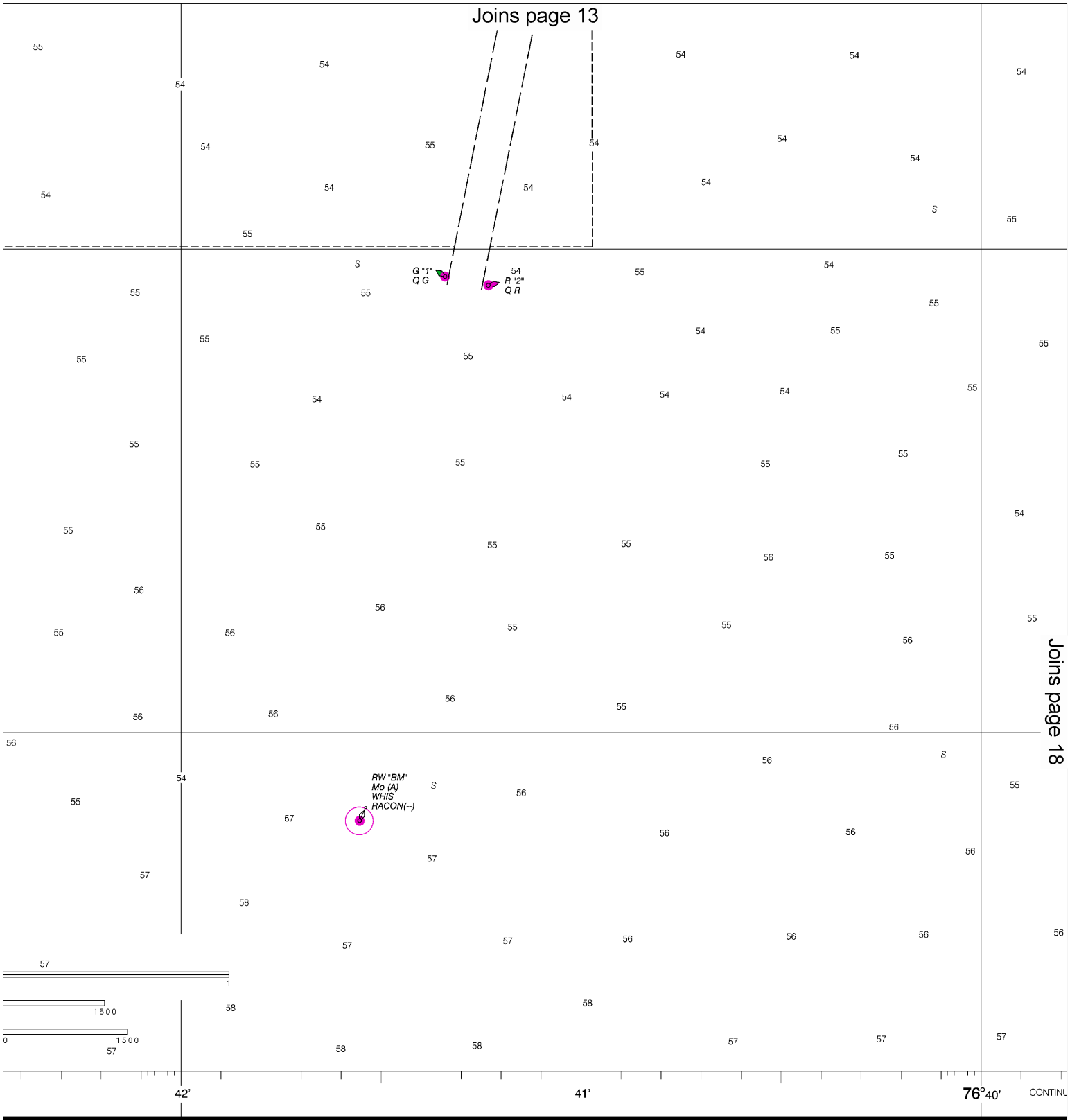
Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.



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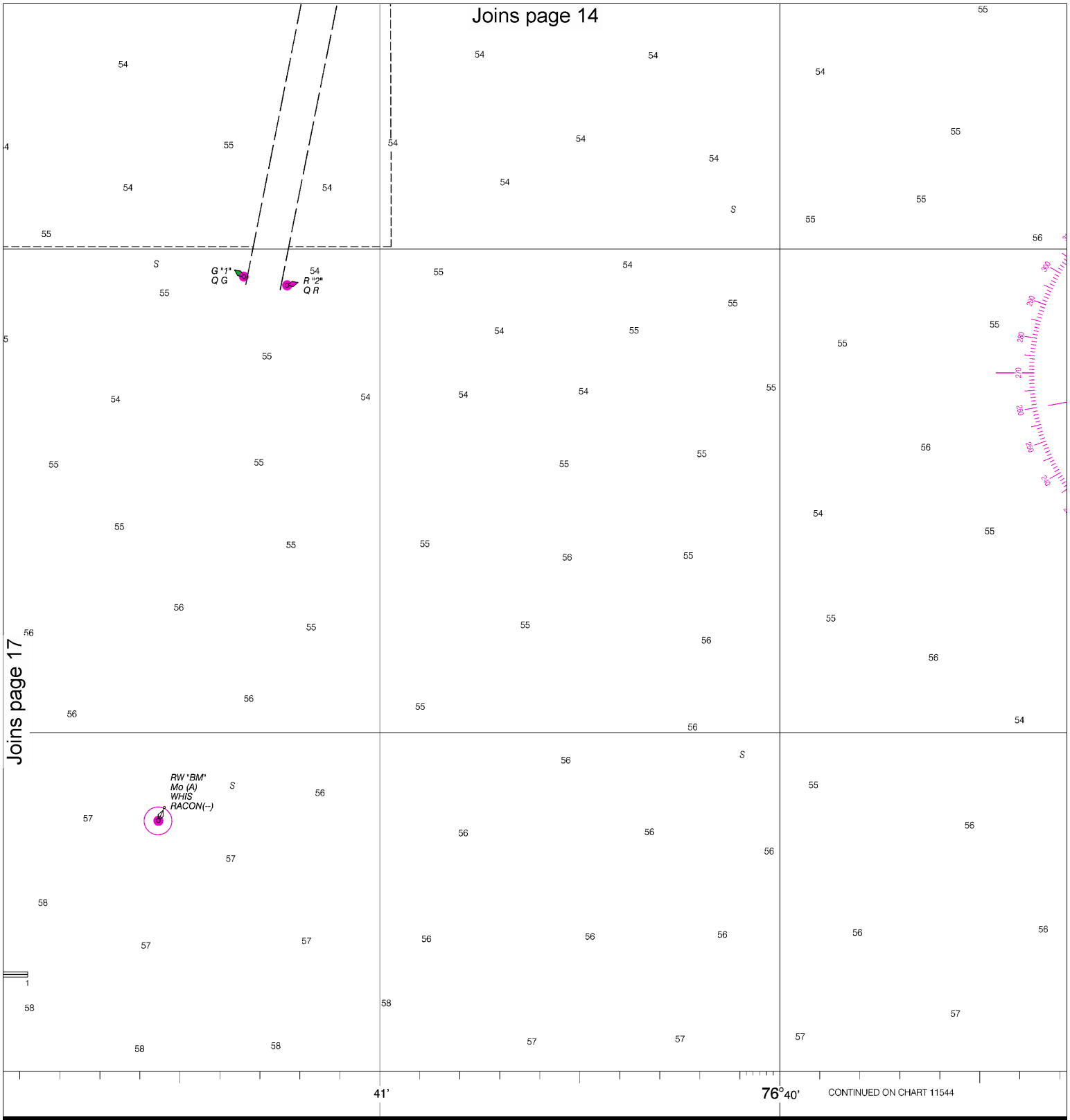
COAST SURVEY

SOUNDINGS



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SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.

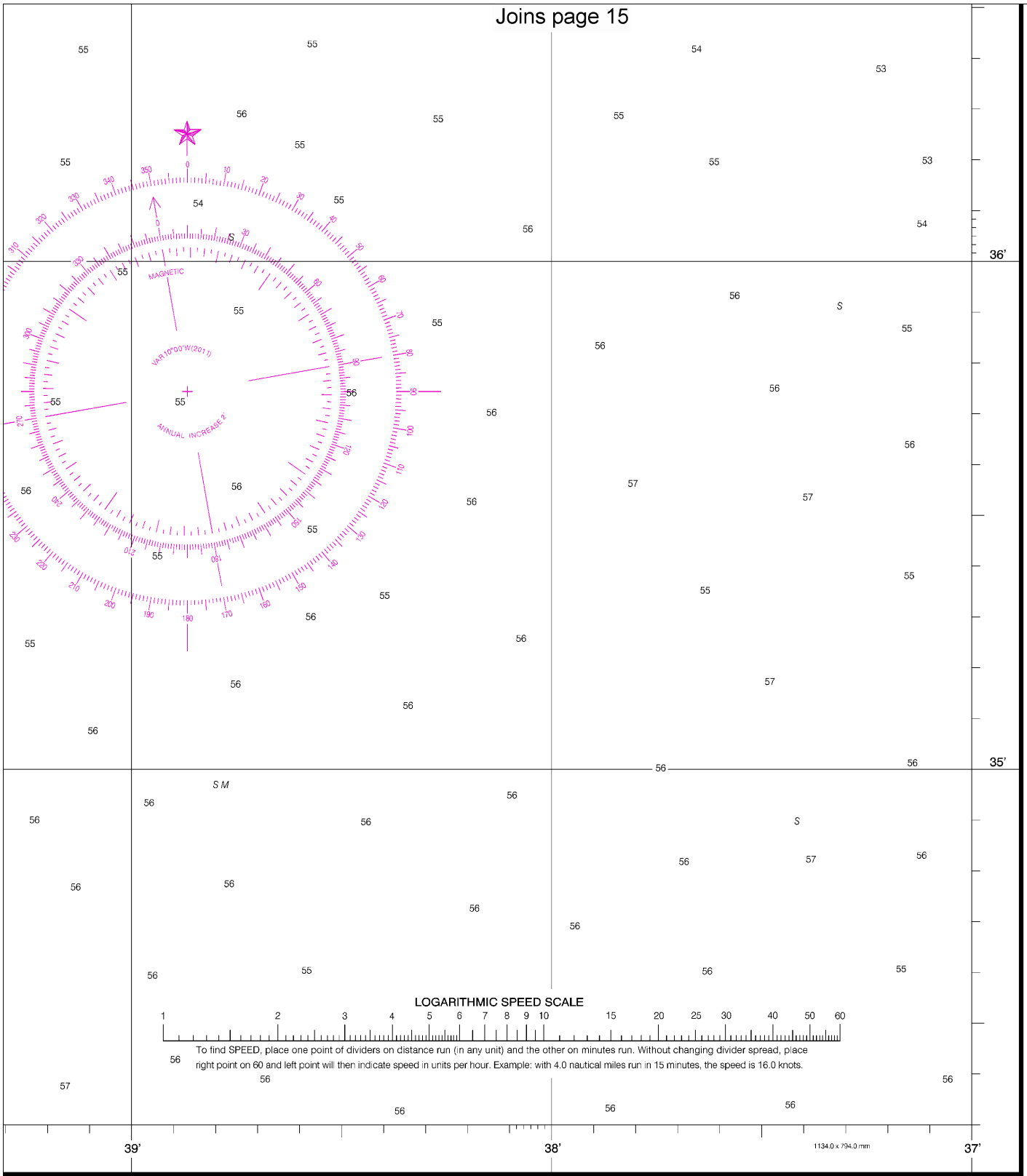
Printed at reduced scale. ~~SCALE 1:15,000~~

See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500

Joins page 15



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Morehead City Harbor

SOUNDINGS IN FEET - SCALE 1:15,000

11547

ED. NO. 38
NSN 7642014010173
NGA REFERENCE NO. 11AHA11547

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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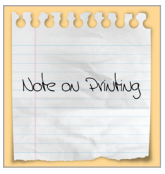

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